Owner's Manual Supplement

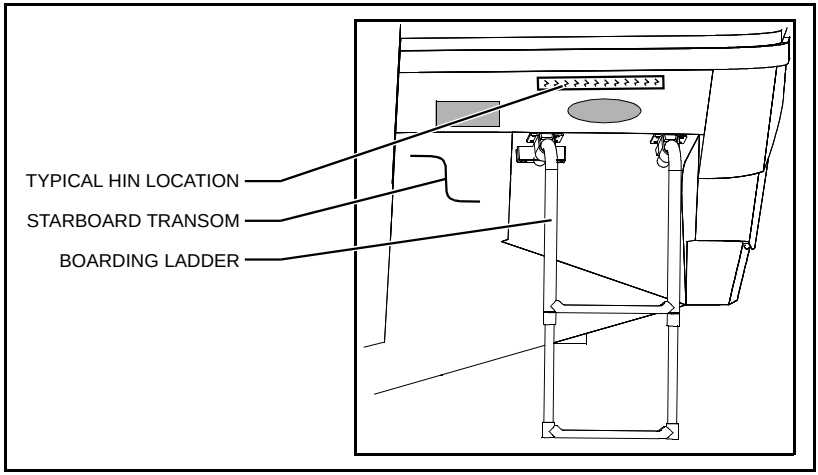
Capri

16' – 19'

Hull Identification Number: _____

Engine Serial Number: _____

The Hull Identification Number (HIN) is located on the starboard side of the transom. Be sure to record the HIN in the space provided above and always refer to the HIN for all correspondence or orders.



© 2001 Bayliner Technical Publications. All rights reserved.
No part of this publication may be reproduced, stored in any retrieval system, or transmitted in any form by any means, electronic, mechanical, photocopying, recording or otherwise, without prior written permission of Bayliner. Printed in the United States of America.

Proprietary Rights
This document discloses subject matter in which Bayliner has proprietary rights. The information and design disclosed herein were originated by and are the property of Bayliner. Neither receipt nor possession thereof confers or transfers any right to reproduce, copy, alter or disclose the document or any part thereof, any information contained therein, or to construct boats or any item from it, except by written permission from or written agreement with Bayliner. This document is to be returned upon request to Bayliner.

General Notes
The material in this document is for information only and is subject to change without notice. While reasonable efforts have been made in the preparation of this document to assure its accuracy, Bayliner assumes no liability resulting from errors or omissions in this document, or from the use of information contained herein.

Due to our commitment to product improvement, Bayliner reserves the right to make changes in the product design, specifications, and equipment at any time without notice or obligation. Illustrations and/or photos may show optional equipment.

All Bayliner products meet or exceed USCG (Unites States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

CONTENTS

CHAPTER 1: ABOUT THIS MANUAL

1 Dealer Service
1 Boating Experience
2 Engine & Accessories Guidelines
2 Qualified Maintenance
3 Special Care For Moored Boats
3 Safety Standards
4 Hazard Warning Symbols
5 Carbon Monoxide (CO)
5 Sources of CO
6 Carbon Monoxide Alarm System
6 What To Do If Carbon Monoxide Is Detected

CHAPTER 2: PRODUCT SPECIFICATIONS

7 1600 (CF)
7 1750 (BE)
8 1800 (CJ)
8 1804 (PC)
9 1850 (BH)
9 1850 (CB)
10 1950 (BT)
10 1950 (BU)
11 1952 (BV)
11 1952 (BW)
12 1950 (CL)
12 1952 (CN)
13 1954 (CW)

CHAPTER 3: COMPONENTS/SYSTEMS

14 Electrical System (12Volt DC)
15 Fuses and/or Circuit Breakers
16 Dash Programming (1952BV only)
18 Controls
18 Navigation and Interior Lights
18 Compass
19 Depth Finder

19 Bow Mount For Trolling Motor-1804PC and 1954CW
20 Anchoring
20 Ski Tow Ring
20 Ski Pylon (outboard models)
21 Hull Exterior Drains & Hardware
22 Quick Oil Drain System
23 Fuel System
23 Fuel Fills and Vents
23 Fuel Filters
24 Bilge Blower
25 Live Well System
26 Bilge Pump
28 Jump Seat to Sunlounge Conversion
28 Models, 1950CL,1952CN, and 1954CW
29 Models, 1750BE, 1850BH, 1950BT and 1952BV
31 Sleeper Seat Adjustment
31 Operating Positions:
31 Lounge positions:
32 Removable Fishing Seats (1804PC and 1954CW)
33 Canvas Top (Option) Installation
34 Canvas Stowage

CHAPTER 4: WIRING DIAGRAMS

35 1600CF and 1800CJ
36 1804PC
37 1750BE, 1850BH/CB, 1950BT/BU and 1952BV/BW
38 1950CL, 1952CN and 1954CW

APPENDIX A: BAYLINER CAPRI LIMITED WARRANTY

39 Limited Lifetime Structural Hull Warranty
39 One Year Parts and Components Limited Warranty
39 Six Month Cosmetic Gelcoat Defect Limited Warranty
39 What Is Not Covered
39 Other Limitations
39 Your Obligations
39 Transferability

CHAPTER 1: ABOUT THIS MANUAL

This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Sport Boat Owner's Manual*. Study the *Sport Boat Owner's Manual* and this supplement carefully. Pay particular attention to APPENDIX A: BAYLINER CAPRI LIMITED WARRANTY in this supplement. Keep the *Sport Boat Owner's Manual* and this supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, you must obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

Outside the United States, your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.

⚠ WARNING!

***CONTROL HAZARD!* A qualified operator must be in control of the boat at all times. DO NOT use your boat while under the influence of alcohol or drugs.**

Engine & Accessories Guidelines

Your boat's engine and accessories were selected to provide optimum performance and service. Installing different engines or other accessories may cause unwanted handling traits. Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before using your boat again.

Be advised that certain modifications to your boat can result in cancellation of your warranty protection. Check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before operating the engines and accessories.

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

Qualified Maintenance

⚠ WARNING!

To maintain the integrity and safety of your boat, only qualified people should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, or electrical system.

Failure to maintain your boat's systems as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the *Sport Boat Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.

Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

NOTICE

To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. Cover the barrier coating with several coats of anti-fouling paint.

Many states regulate the chemical content of bottom paints. Ask your local dealer about the laws in effect in your area.

Safety Standards

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was constructed. Some of these standards were mandated by law. All of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this supplement, read the *Sport Boat Owner's Manual*, warning labels, and all literature in your owner's packet for important safety standards and hazard information.

⚠ DANGER!

***PERSONAL SAFETY HAZARD!* DO NOT allow anyone to ride on parts of the boat not designated for such use.**

Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform or the aft sunlounge cushions while underway is especially hazardous and WILL cause personal injury or death.

⚠ DANGER!

***PERSONAL SAFETY HAZARD! Always* secure the anchor and other loose objects before getting underway. The anchor and other items that are not properly secured can come loose when the boat is moving and cause personal injury or death.**

Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this supplement to call attention to potentially dangerous situations that could lead to either personal injury or product damage. Read these warnings and follow all safety instructions

.

⚠ DANGER!

This message box alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.

⚠ WARNING!

This message box alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

⚠ CAUTION!

This message box alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This message box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

Carbon Monoxide (CO)

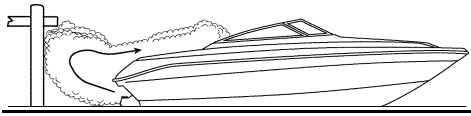
⚠ DANGER!

CARBON MONOXIDE POISONING HAZARD! **Carbon monoxide gas (CO) is colorless, odorless, and extremely dangerous. All engines, generators, and fuel burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause BRAIN DAMAGE or DEATH. Signs of CO poisoning include headache, nausea, dizziness, and drowsiness.**

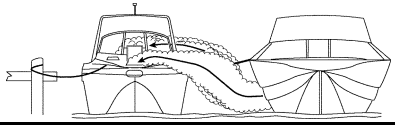
CO poisoning causes a significant number of boating deaths each year. Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas. Breathing CO blocks the ability of your blood to carry oxygen. The effects are cumulative, even low levels of exposure can result in injury or death.

Sources of CO

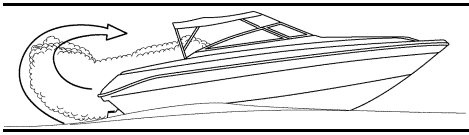
Sources of CO include:



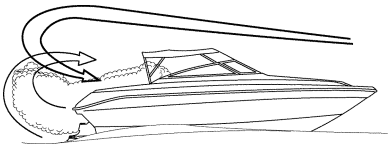
a. Using the engine or generator when the boat is moored in a confined space.



b. Mooring close to another boat that is running its engine, generator, or any other CO source.



c. Running the boat with the trim angle of the bow too high.



d. Running the boat without through ventilation (station wagon effect).

To correct stationary situations a and/or b:

- Close all windows, portlights and hatches.
- If possible, move your boat away from the source of the CO.

To correct running situations c and/or d:

- Trim the bow down.
- Open windows and canvas.
- When possible, run the boat so that the prevailing winds will help dissipate the exhaust.

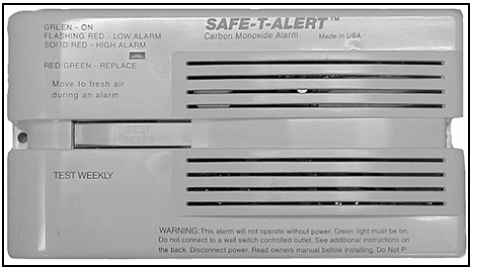
IMMEDIATELY take corrective action when CO is detected (see, *Carbon Monoxide Alarm System*, on the next page).

Factors increasing the effects of CO include:

- Age.
- Smokers or people exposed to high concentrations of cigarette smoke.
- Consumption of alcohol.
- Lung disorders, heart problems, and pregnancy.

Carbon Monoxide Alarm System

Your boat may feature a carbon monoxide (CO) alarm system. **DO NOT DISCONNECT THE ALARM SYSTEM.** Read and understand the manufacturer's instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you. If your boat is not equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.


SAFE-T-ALERT™
Carbon Monoxide Alarm
Made in USA
GREEN - ON
FLASHING RED - LOW ALARM
SOLID RED - HIGH ALARM
RED/GREEN - REPLACE
Move to fresh air during an alarm
TEST WEEKLY
WARNING: This alarm will not operate without power. Green light must be on.
Do not connect to a wall switch controlled outlet. See additional instructions on the back. Disconnect power. Read owners manual before installing. Do Not P

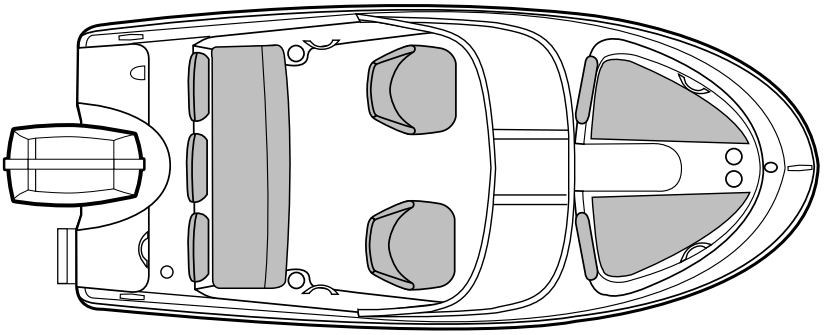
MARINE TECHNOLOGIES INC.
CARBON MONOXIDE ALARM MODEL 60-541
(REPLACE AFTER TEN YEARS OF USE)

What To Do If Carbon Monoxide Is Detected

- Immediately ventilate any enclosed spaces that are occupied by people and reset your CO alarm.
- Immediately move anyone showing any symptoms of CO poisoning into fresh air. See a doctor if any symptoms persist. If the person is unconscious, immediately administer oxygen or CPR and call for emergency help.

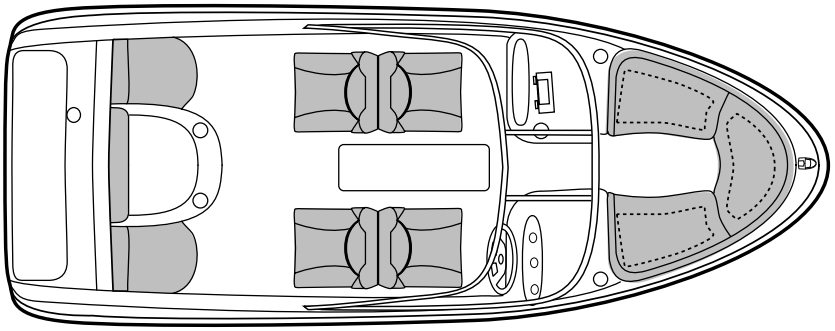
CHAPTER 2: PRODUCT SPECIFICATIONS

1600 (CF)



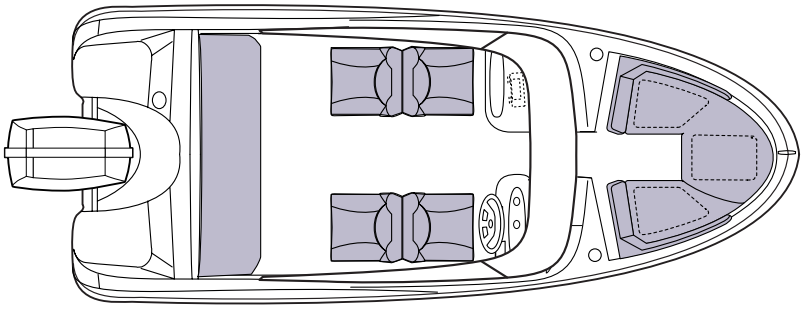
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
16' 2''	3' 5''	7' 2''	2' 7''	18

1750 (BE)



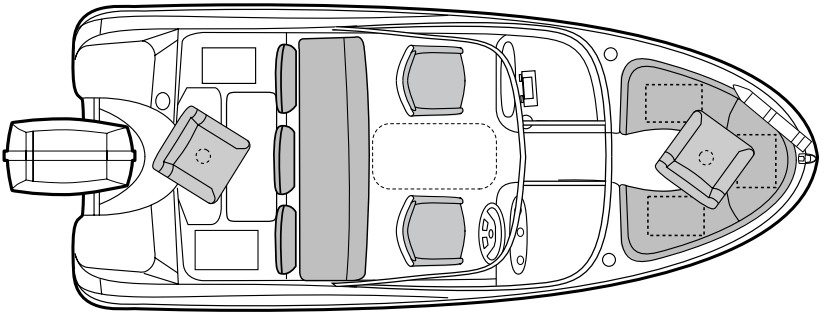
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
17' 7''	3' 10''	6' 11''	2' 8''	23

1800 (CJ)



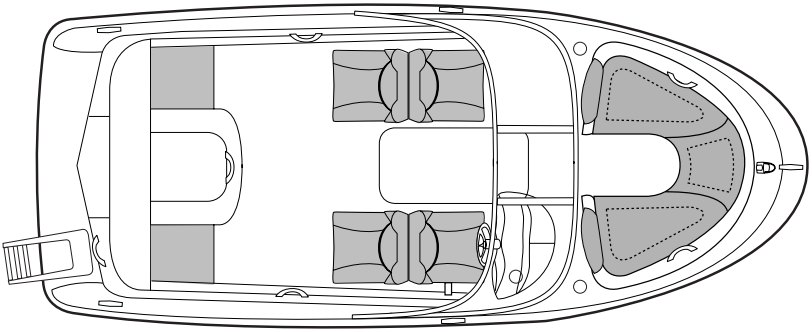
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 0''	3' 10''	7' 6''	2' 8''	23

1804 (PC)



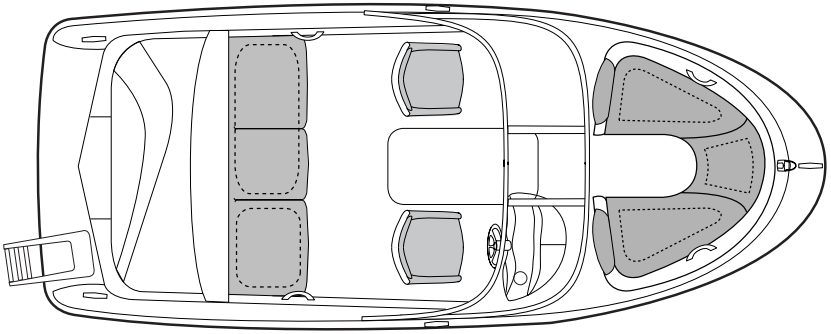
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
17' 7''	3' 10''	7' 6''	2' 7''	23

1850 (BH)



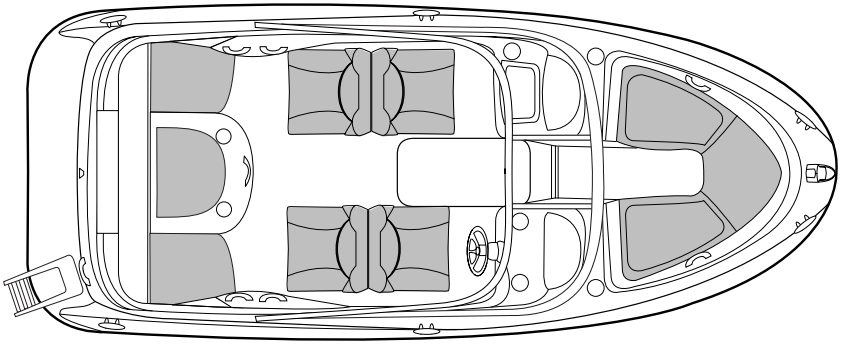
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal.
18' 0''	3' 10''	7' 6''	2' 10''	23

1850 (CB)



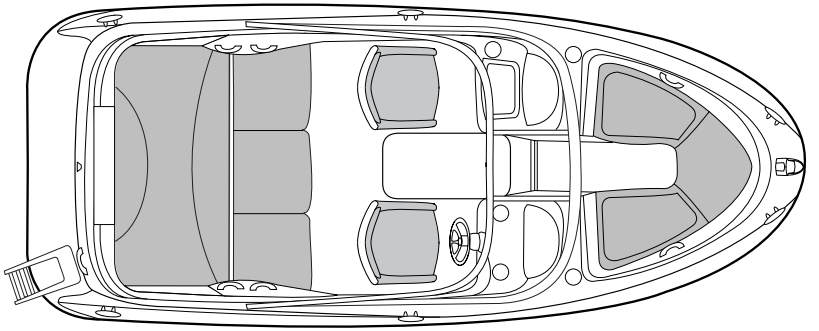
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 0''	3' 10''	7' 6''	2' 10''	23

1950 (BT)



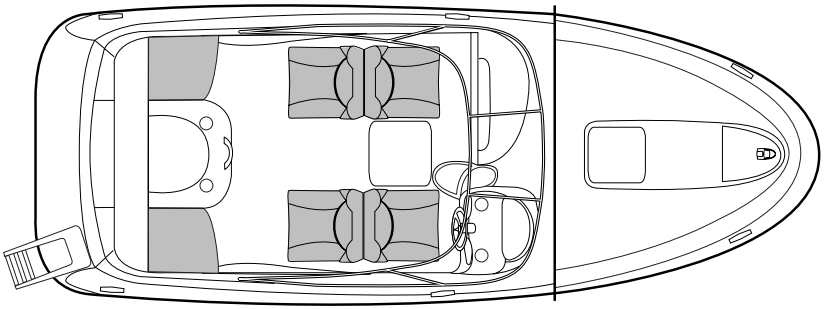
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 10''	3' 10''	7' 10''	2' 10''	35

1950 (BU)



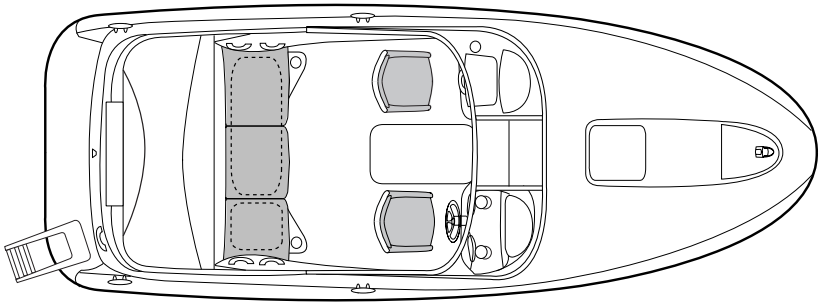
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 10''	3' 10''	7' 10''	3' 10''	35

1952 (BV)



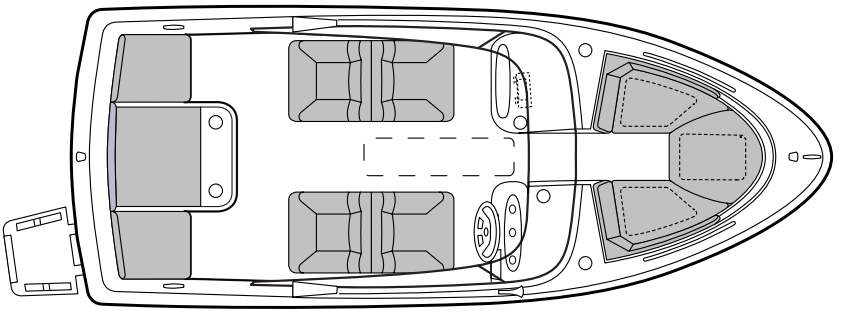
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
19' 3''	4' 4''	7' 10''	2' 11''	35

1952 (BW)



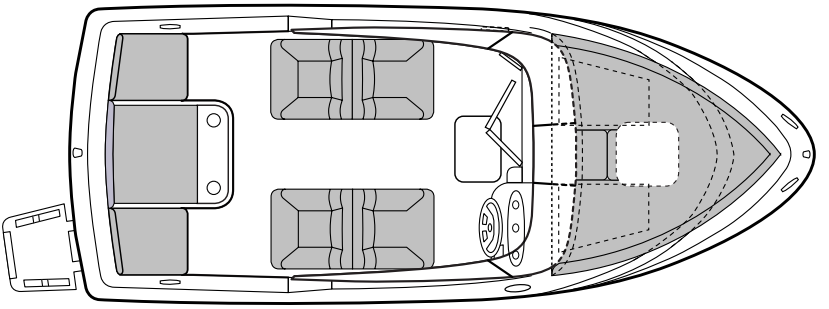
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
19' 3''	4' 4''	7' 10''	2' 11''	35

1950 (CL)



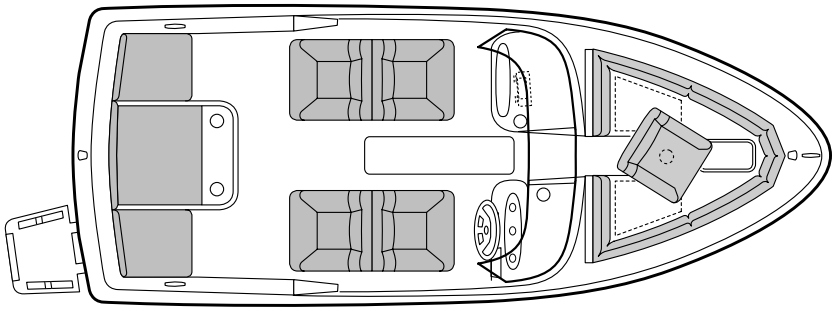
Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 9''	3' 1''	7' 7''	2' 10''	23

1952 (CN)



Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 8''	3' 8''	7' 6''	2' 10''	23

1954 (CW)



Overall Length	Bridge Clearance	Beam	Maximum Draft	Fuel Tank Capacity (gal)
18' 9''	3' 1''	7' 7''	2' 10''	23

CHAPTER 3: COMPONENTS/SYSTEMS

Electrical System (12Volt DC)

Thoroughly read and understand this section, the electrical sections of the *Sport Boat Owner's Manual* and all accessory manuals included in your boat's owner's packet. Wiring diagrams are provided in Chapter 4 of this supplement.

⚠ DANGER!

EXTREME FIRE, ELECTRIC SHOCK and EXPLOSION HAZARD!

To minimize the risks of fire, electric shock and explosion:

- **NEVER install knife switches or other arcing devices in the fuel compartments.**
- **NEVER substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.**
- **Ensure all of the battery switches are in the OFF position before performing any work in the engine spaces.**
- **DO NOT modify the electrical systems or relevant drawings.**
- **Only qualified personnel should install batteries and/or perform maintenance on the electrical system.**

⚠ WARNING!

FIRE & EXPLOSION HAZARD!

- **Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidently ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.**
- **Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.**

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER disconnect the battery cables while the engine is running since damage may occur to your boat's electrical system components.**
- **The battery charging systems (alternators and battery charger) are designed to charge conventional lead-acid batteries. Before installing gel-cell (or other new technology) batteries, read and follow the battery charger's operating instructions.**

NOTICE

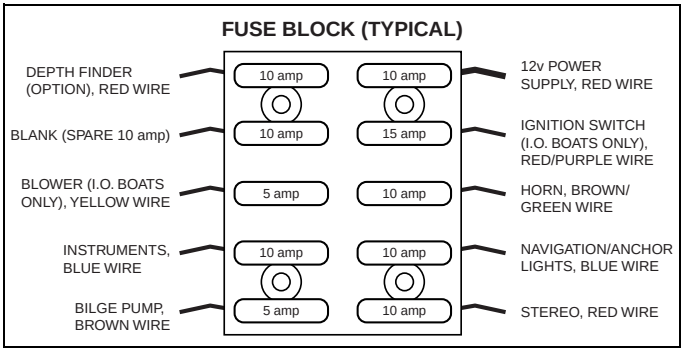
Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

NOTICE

VOLTAGES - All boats use either 110-volt AC/60 Hertz, 240-volt AC/60 Hertz or 220-volt AC/50 Hertz single phase systems, and 12-volt DC or 24-volt DC. Electrical distribution panels are labeled with voltage and frequency of AC and DC.

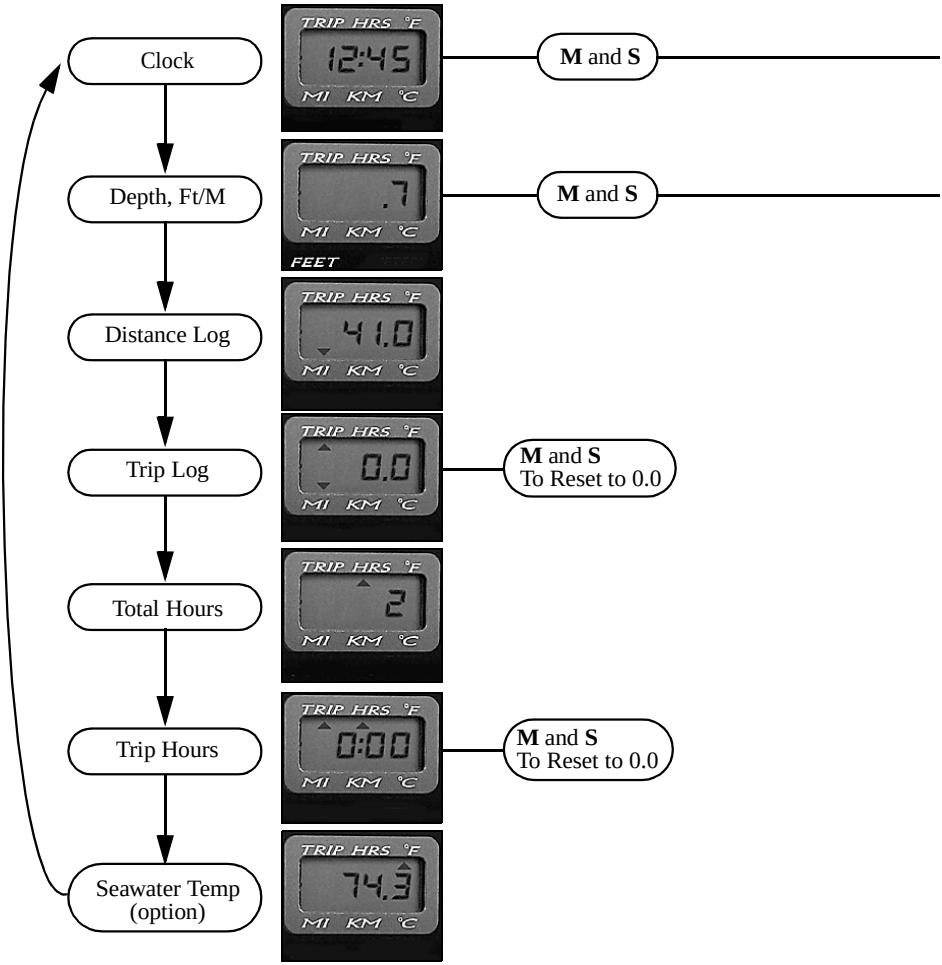
Fuses and/or Circuit Breakers

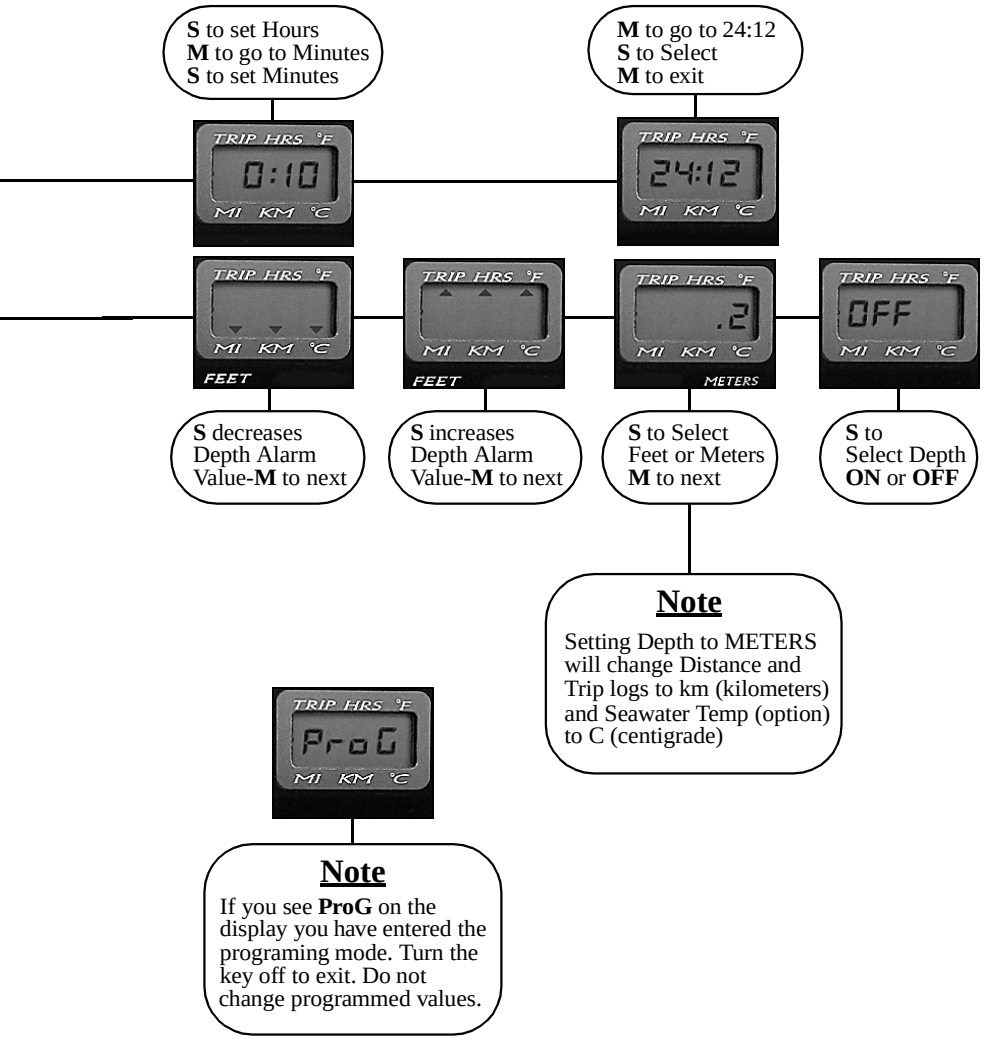
Please read the electrical section of the *Sport Boat Owner's Manual* for important safeguards concerning your boat's fuse block.



Dash Programming (1952BV only)

Use the **M** "LCD Mode" switch to toggle through the 7 basic settings. Press both **M** "LCD Mode" and **S** "LCD Set" at the same time to enter or change values. Arrow(s) show current function.




S to set Hours
M to go to Minutes
S to set Minutes
TRIP HRS °F
0:10
MI KM °C
M to go to 24:12
S to Select
M to exit
TRIP HRS °F
24:12
MI KM °C
TRIP HRS °F
MI KM °C
FEET
S decreases Depth Alarm Value-**M** to next
TRIP HRS °F
MI KM °C
FEET
S increases Depth Alarm Value-**M** to next
TRIP HRS °F
.2
MI KM °C
METERS
S to Select Feet or Meters **M** to next
TRIP HRS °F
OFF
MI KM °C
S to Select Depth **ON** or **OFF**
Note
Setting Depth to METERS will change Distance and Trip logs to km (kilometers) and Seawater Temp (option) to C (centigrade)
TRIP HRS °F
ProG
MI KM °C
Note
If you see **ProG** on the display you have entered the programing mode. Turn the key off to exit. Do not change programmed values.

Controls

Read and understand the Controls section of both the *Sport Boat Owner's Manual* and engine manual, provided in the owner's packet, for instructions and warranty information.

Navigation and Interior Lights

Read the navigation light section of the *Sport Boat Owner's Manual*. The navigation and interior lights supplied with your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

- There may be a blown fuse - *replace the fuse in the switch panel.*
- The bulb may be burned out - *carry spare bulbs for replacement.*
- A wire may be damaged or may have come loose - *repair as required*.
- The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

⚠ CAUTION!

- **Conserve battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.**
- **Avoid the storage of gear where it would block navigation lights from view.**

Compass

Your boat may come equipped with a compass. Carefully read and follow the manufacturer's calibration and operating instructions provided in the owner's packet.

Depth Finder

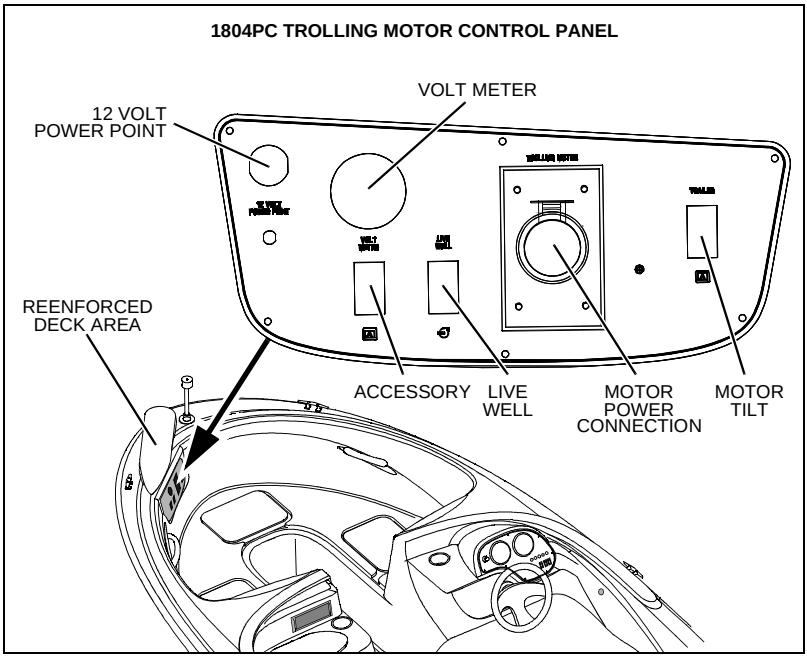
Your boat may come equipped with a depth finder. It will provide you with measurements of water depth beneath the boat and in many cases it may help you locate schools of fish. The depth finder comes with its own manual. We suggest that you read it carefully before using the unit.

⚠ WARNING!

DO NOT use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury. When the boat is moving, submerged objects will not be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.

Bow Mount For Trolling Motor-1804PC and 1954CW

Some models are equipped a with trolling motor connection and a reenforced deck area designed to support a trolling motor mounting bracket. Contact your selling dealer for a list of compatible equipment and installation instructions.



The trolling motor system can be used safely with both a 12V or a 24V motor. However, the voltage gauge will only register with a 24V motor.

Anchoring

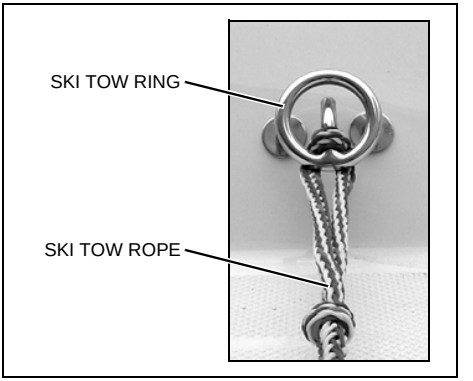
Read and understand the Anchoring section of the *Sport Boat Owner's Manual*.

⚠ WARNING!

FLOODING AND SWAMPING HAZARD - Never anchor by the stern alone--there is less freeboard and flooding or swamping is more likely to occur. When using only one anchor, secure the anchor line to the bow cleat or bow eye.

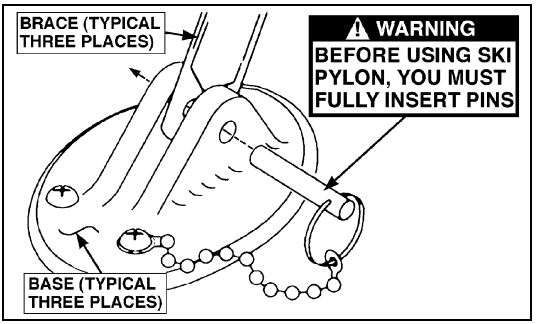
Ski Tow Ring

Your boat may be equipped with a ski tow ring. Attach tow rope as shown in the photo (right.)



Ski Pylon (outboard models)

Your boat may feature a ski pylon. Read the manufacturer's operating instructions included in your owner's packet *before* using the ski pylon. Carefully observe the following warnings:



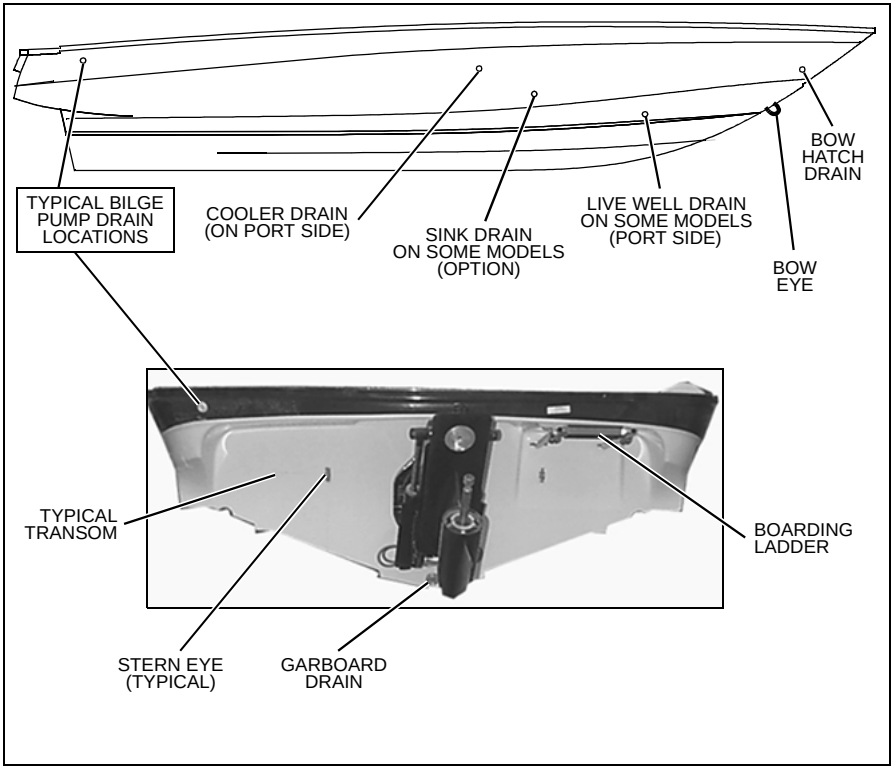
⚠ WARNING!

It is critical that all pins are fully inserted through the pressure plates, base plates and tow bar tubes. Improper insertion may cause injury or death.

⚠ WARNING!

When the tow bar is in use, all passengers must sit forward of the ski pylon and keep their hands well clear of the pylon and rope. Failure to do so may result in injury or death.

Hull Exterior Drains & Hardware



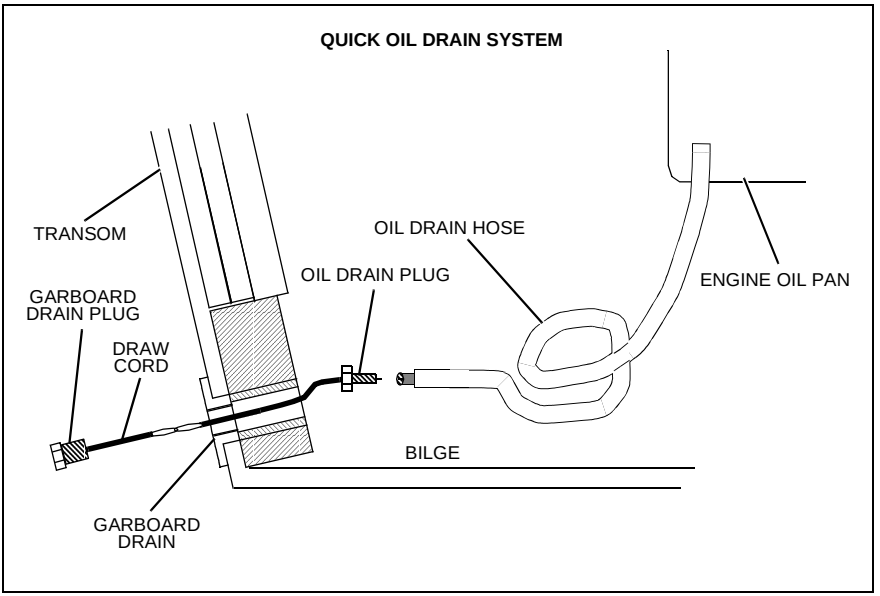
Quick Oil Drain System

All stern drive models are equipped with a quick oil drain system.

To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

Always dispose of waste oil in accordance with local regulations.



Fuel System

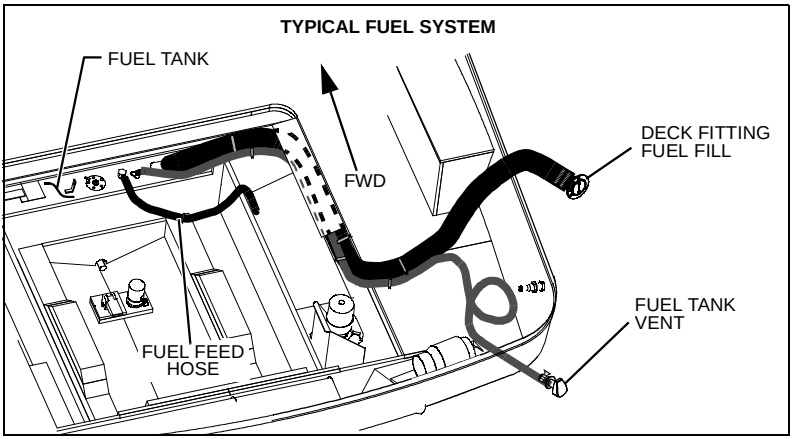
Fuel Fills and Vents

Fuel fills are located either on the aft deck or on the side decks adjacent to the aft cockpit. Fuel receptacle caps are marked “GAS”. Fuel vents are normally located in the hull or transom below and in the same general area as the fill. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Fuel Filters

Fuel filters should be replaced periodically to ensure that they remain clean and free of debris. A fine mesh screen filter is located on the fuel pickup tube. An additional filter, when supplied by the engine manufacturer, is installed on the engine.

Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tanks.



WARNING!

FIRE/EXPLOSION HAZARD

It is very important that the fuel system be inspected thoroughly the first time it is filled and then at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the *Sport Boat Owner’s Manual* must be followed.

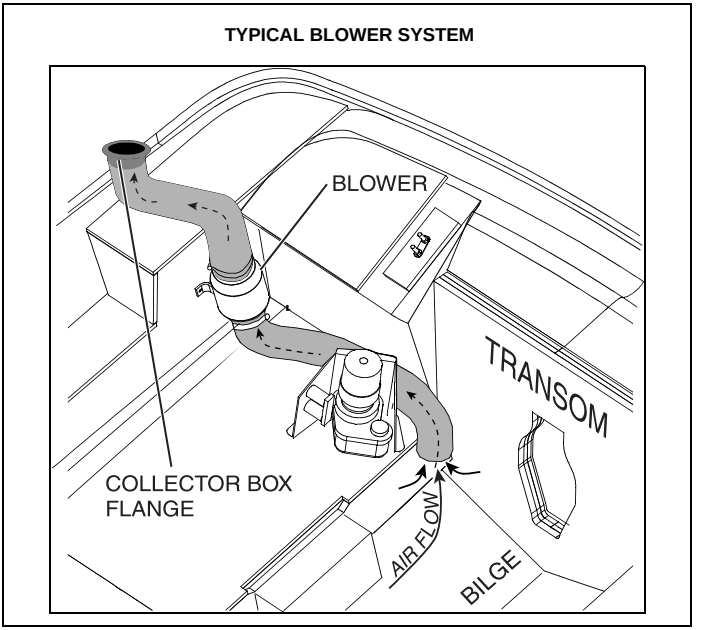
CAUTION!

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

Bilge Blower

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents.

To ensure fresh air circulation, operate the bilge blower for at least four minutes before starting the engine, during starting, and while operating the boat below cruising speed.



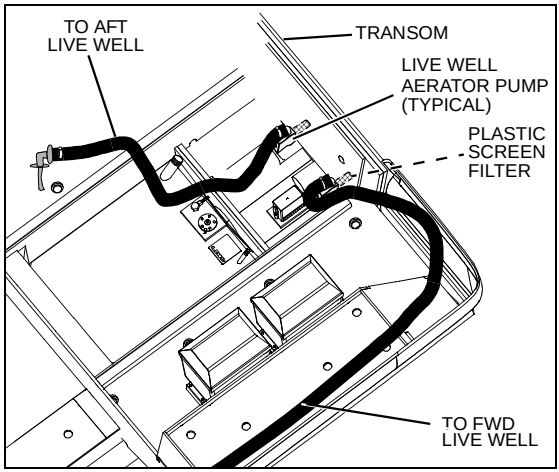
⚠ WARNING!

FIRE/EXPLOSION HAZARD

Operation of the blower system is NOT A GUARANTEE that explosive fumes have been removed. If you smell any fuel, DO NOT start the engine.

If the engine is already running, immediately shut off the engine and all electrical accessories. Investigate immediately. DO NOT obstruct or modify the ventilation system.

Live Well System

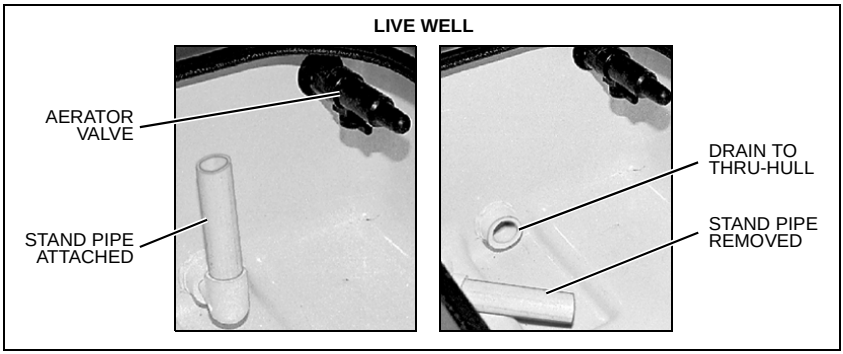


Your boat may feature a live well. The live well aerator pump(s) are located aft, adjacent to the bilge pump. The live well intakes are through-transom.

Switches for the live well are located on the forward electrical panel and on the main dash panel. These switches activate the aerator that pumps a continuous supply of fresh water into the live well. The overflow is automatically drained overboard.

Occasionally check the live well when it is operating to see that the aerator is pumping adequate amounts of water. If there appears to be a problem, check the system, including the plastic screens over the transom intakes for weeds or other debris.

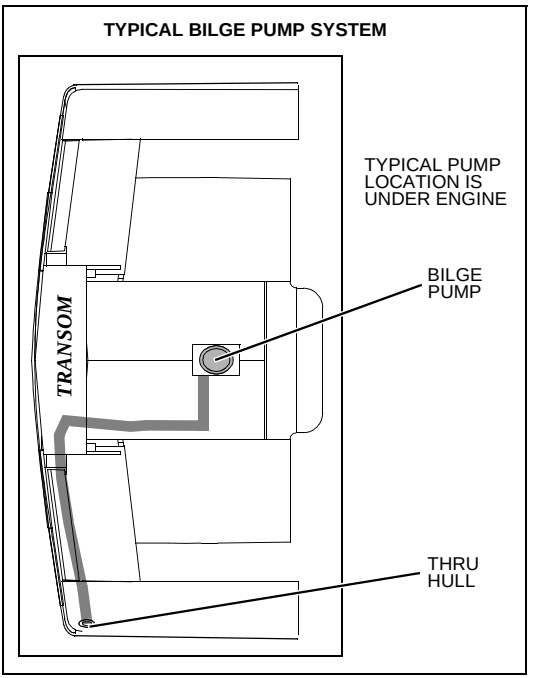
The livewell is drained by removing the stand pipe (see photos below) and allowing water to drain completely.



NOTICE

The live well pump should be shut off while underway at planing speeds.

Bilge Pump



This boat is equipped with one bilge pump, located at the lowest point of the bilge.

The electric bilge pump supplied with your boat is an impeller-type pump. It is controlled by a switch on the dash panel, which should be turned on whenever water begins to accumulate in the bilge.

Check the bilge pump often to make sure it is working properly. To check the bilge pump:

- Turn on the dash-mounted switch and make sure that water in the bilge is pumped overboard.

If bilge water is present and the pump motor is running but not pumping:

- Inspect the bilge pump hose for a kink or collapsed area.

If the bilge pump hose is not the problem, check the bilge pump housing for clogging debris:

To remove the power cartridge:

1. Lift the tab while rotating the fins counter clockwise and lift out the power cartridge (Fig. 1).
2. Clear the housing of debris.

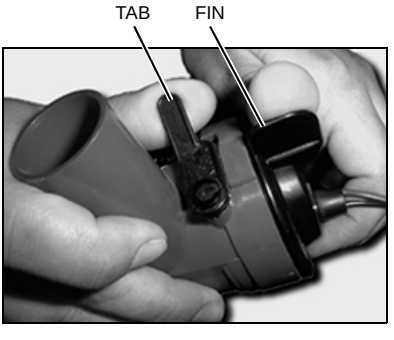


FIG. 1

To reinstall the power cartridge:

1. Make sure the “O” ring is properly located and coat the “O” ring with a light film of vegetable oil or mineral oil (Fig. 2).
2. Align the two cams on either side of the power cartridge with the two slots on the outer housing. Press the power cartridge into the housing and twist clockwise. Ensure proper reinstallation by attempting to twist the fins counter clockwise without lifting the tab. The cartridge should stay in place.

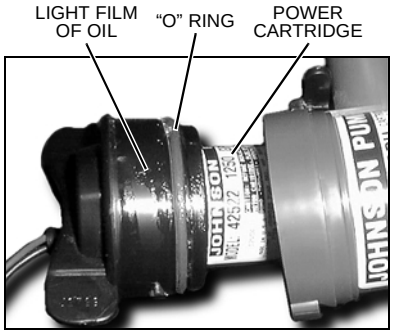


FIG. 2

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

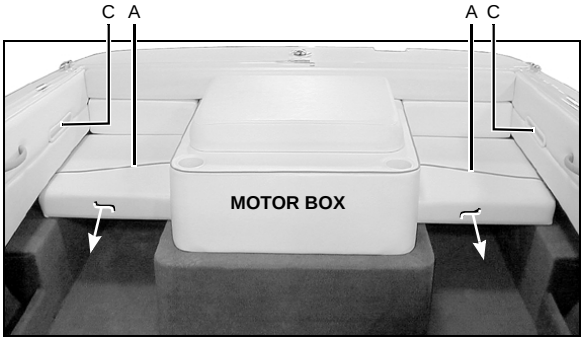
Jump Seat to Sunlounge Conversion

Models, 1950CL,1952CN, and 1954CW

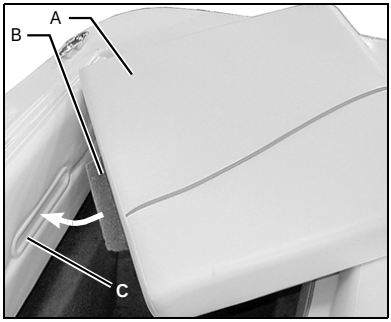
⚠ DANGER!

PERSONAL SAFETY HAZARD!
DO NOT allow anyone to ride on the aft sunlounge cushions while underway or anytime the engine is running.

Step - 1: Remove the jump seats (A) by sliding them forward.



Step - 2: Slide the lounge support inserts (B) into the lounge support slots (C).



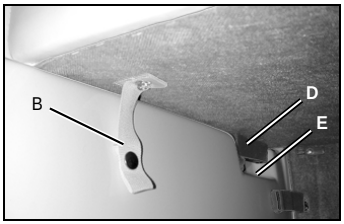
Step - 3: Press down firmly on the inboard side of each jump seat until they rest firmly on the motorbox ledges.

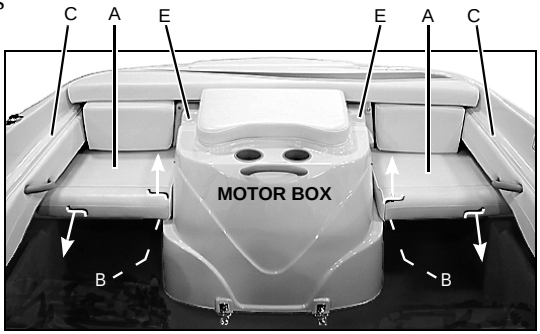
Models, 1750BE, 1850BH, 1950BT and 1952BV

⚠ DANGER!

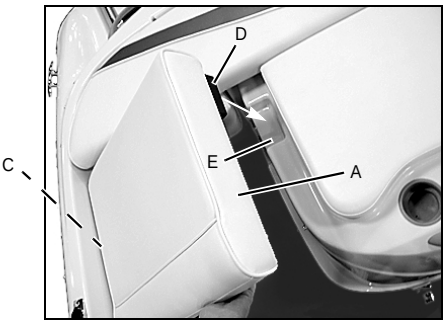
PERSONAL SAFETY HAZARD!
DO NOT allow anyone to ride on the aft sunlounge cushions while underway or anytime the engine is running.

Step - 1: Remove the jump seats (A) by unsnapping the safety straps (B) and lifting the seats up and pulling them forward.





Step - 2: Set the outboard edge of the jump seats on the cockpit ledges (C). Align the lounge support inserts (D) into the lounge support slots (E).



Step - 3: Press down firmly on each jump seat until they rest firmly on the cockpit and motor box ledges.

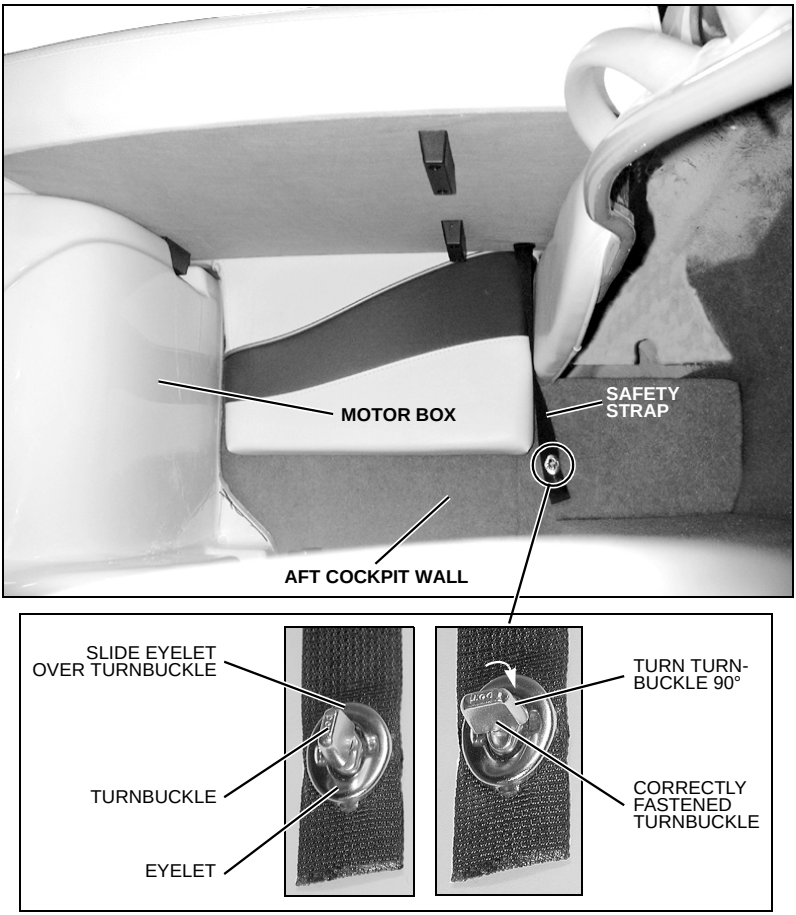
1950BT owner's: Skip step 4 and go to Step 4B on the next page.

Step - 4: Snap the safety straps to the snaps on the motor box.

⚠ WARNING!

PERSONAL SAFETY HAZARD! **Attach safety strap underneath the seat prior to using the seat in the sun lounge position.**

VIEW UNDER PORT JUMP SEAT IN SUNLOUNGE POSITION (MODEL 1954BT)



Step - 4b for 1950BT: As shown above, attach the safety straps to the turn-buckles on the on the aft wall of the cockpit.

⚠ WARNING!

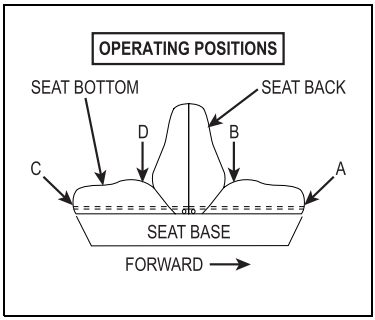
PERSONAL SAFETY HAZARD! **Attach safety strap underneath the seat prior to using the seat in the sun lounge position.**

Sleeper Seat Adjustment

Your boat may be equipped with adjustable sleeper seats. These seats can be adjusted fore and aft in the upright position. The seat bottoms of these models also adjust into backrests while the seat is in the lounge position.

Operating Positions:

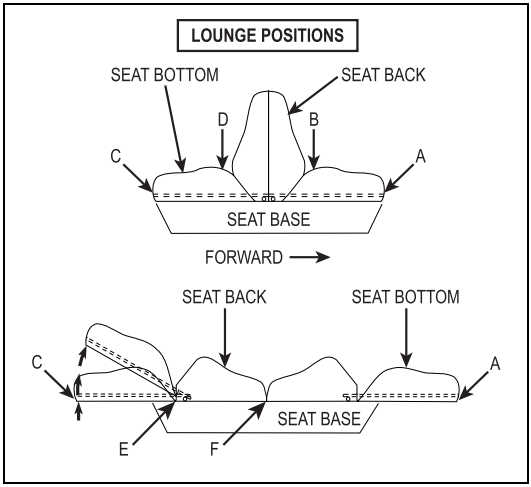
To slide the seat forward:



1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward.
3. Lock the forward seat into the desired position by pushing down at point (A).
4. Lift the aft seat at point (C).
5. Push down on the aft seat at point (D) and push the seat forward until the aft seat back is flush against the forward seat back.
6. Lock the aft seat into position by pushing down at point (C).

To slide the seat aft, repeat the steps above, but start with the aft seat.

Lounge positions:



1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward until the seat back and bottom are flat.
3. Lift the aft seat at point (C).
4. Push down on the aft seat at point (D) and pull the seat aft until the seat back and bottom are flat.

To adjust into the chaise lounge position:

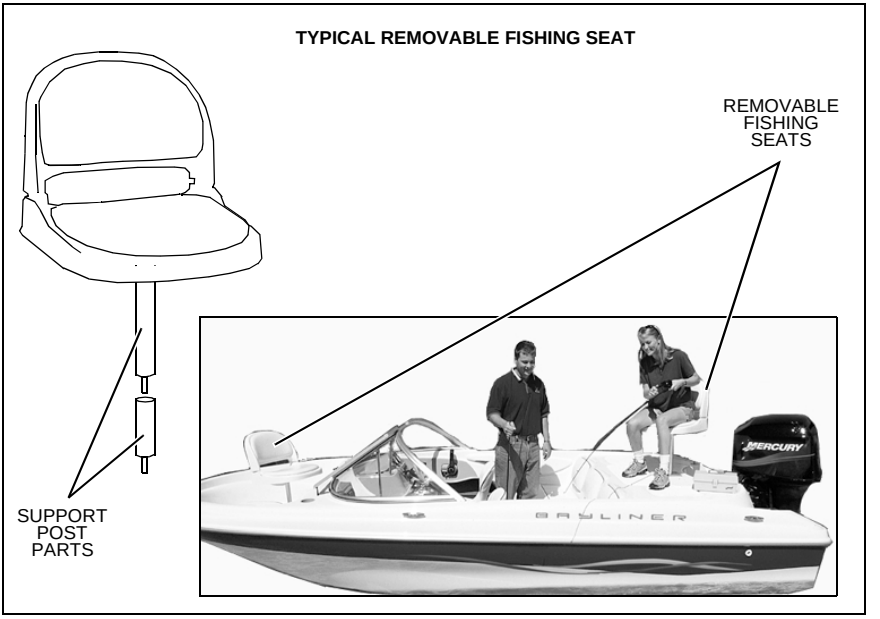
1. Lift up on the forward or aft seat bottom at point (A or C) and push the seat bottom down into the locked position.
2. To lower the seat bottom, lift the seat at point (A or C). Drop the seat bottom flat while holding the seat down at point (E).

To return the seats to the operating position:

1. Lift the seat backs at point (F) and push down on the back edge of the seat bottom (B) and then seat bottom (D).
2. Push the seat bottoms towards the center of the seat until the seat backs are flush against each other and locked into place.

Removable Fishing Seats (1804PC and 1954CW)

Your boat may feature one or two removable fishing seats. All fishing seats should be removed and stowed in a safe and secure area while underway or when trailering your boat.



⚠ WARNING!

Avoid serious or fatal falls and injuries by never occupying fishing seats when boat speed exceeds 5 mph. Always remove seat when not being occupied.

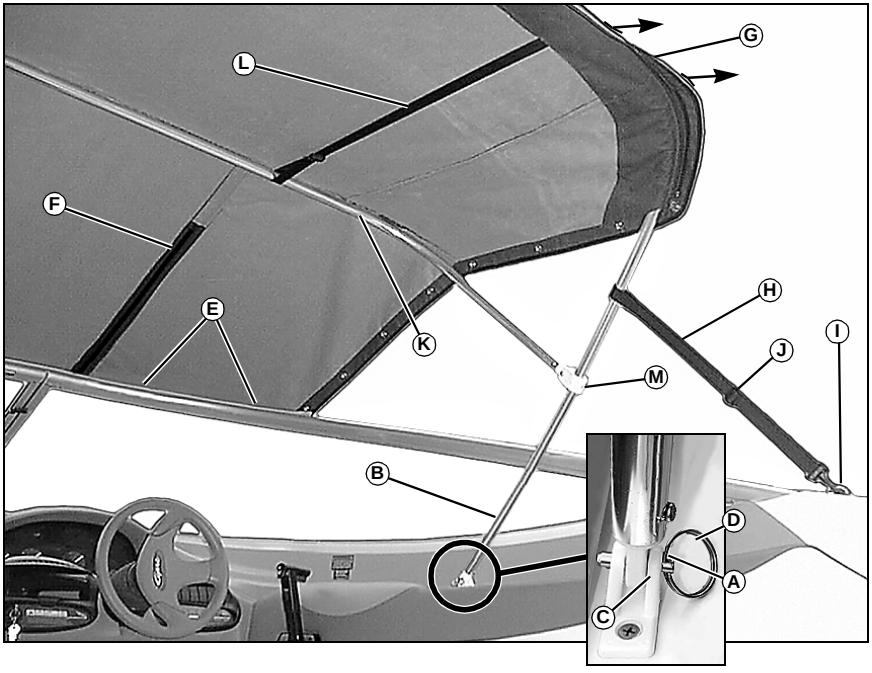
⚠ DANGER!

PERSONAL SAFETY HAZARD! **DO NOT allow anyone to ride on parts of the boat not designated for such use.**

Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform or the aft sunlounge cushions while underway is especially hazardous and WILL cause personal injury or death.

Canvas Top (Option) Installation

CANVAS INSTALLATION (TYPICAL VIEW)



1. Insert eye ends (A) of main bow (B) into deck hinges (C) and secure with pins (D).
2. Unfold canvas top and snap front edge of top (E) to windshield frame.
3. Close front zipper (F).
4. Pull aft on aft edge of top (G), making sure canvas lies evenly from side to side, and hook hold down straps (H) to deck loops (I).
5. If canvas top does not have a smooth, taut look, tighten hold down straps by pulling on strap buckle (J).
6. Align secondary bow (K) with center seam of canvas by loosening or tightening top straps (L).
7. No adjustments to jaw slides (M) should be needed as they are preset during manufacturing. Before attempting to adjust jawslides, obtain correct measurements from your selling dealer.
8. If additional canvas (i.e. side curtains, slant back cover, or camper cover) is installed, canvas top may need readjustment to align snaps on canvas with snaps on boat. Like top, additional canvas pieces should be smooth and taut.

⚠ CAUTION!

Take down and securely stow the convertible top, side curtains and back cover before transporting your boat by road.

Canvas Stowage

Your boat may feature ventilated stowage space for the canvas top under either the canvas stowage cover or the aft sunlounge pad.

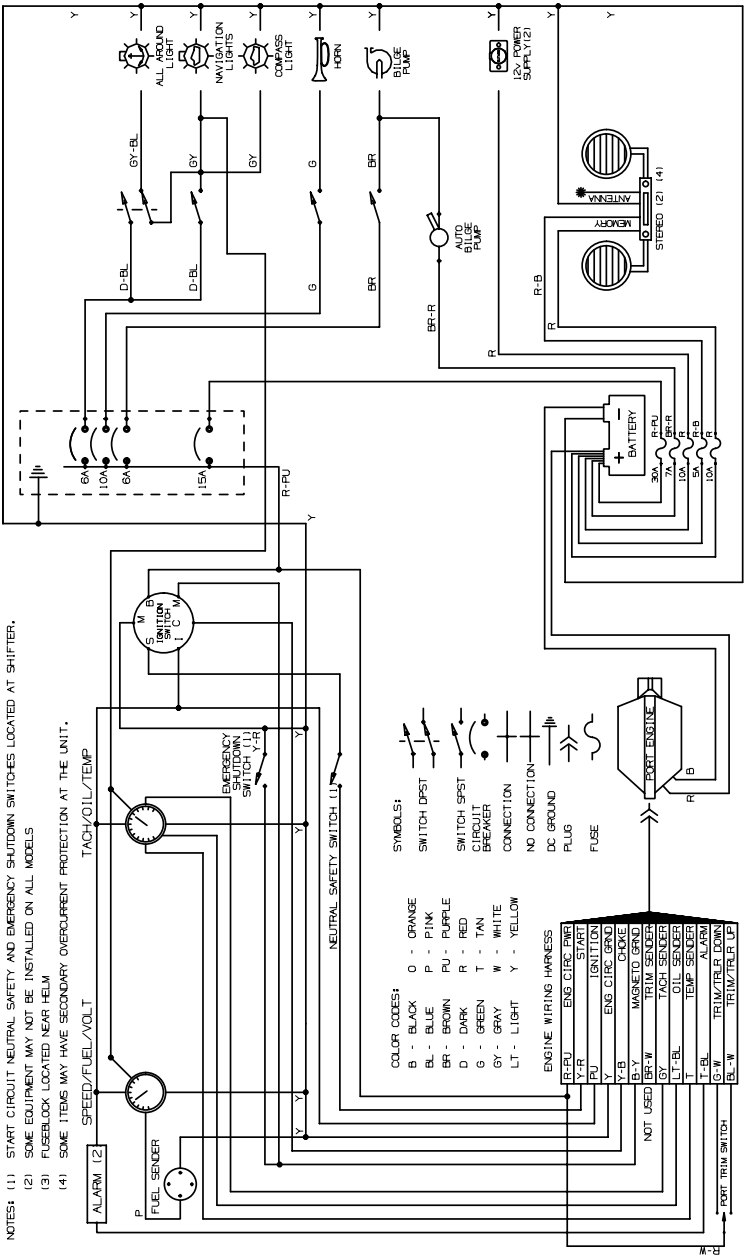
CANVAS STOWAGE (TYPICAL VIEWS)

STANDARD SEATING

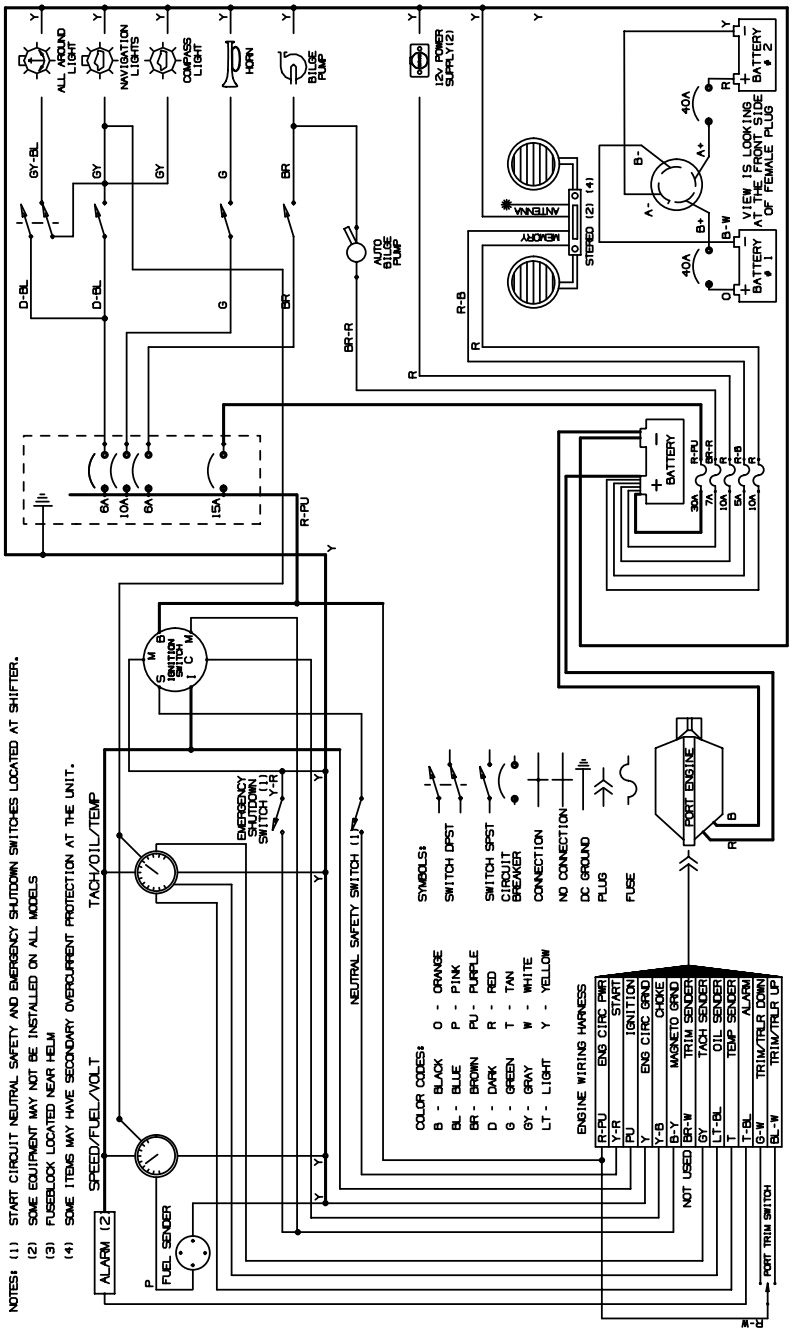
SPORT SEATING

CHAPTER 4: WIRING DIAGRAMS

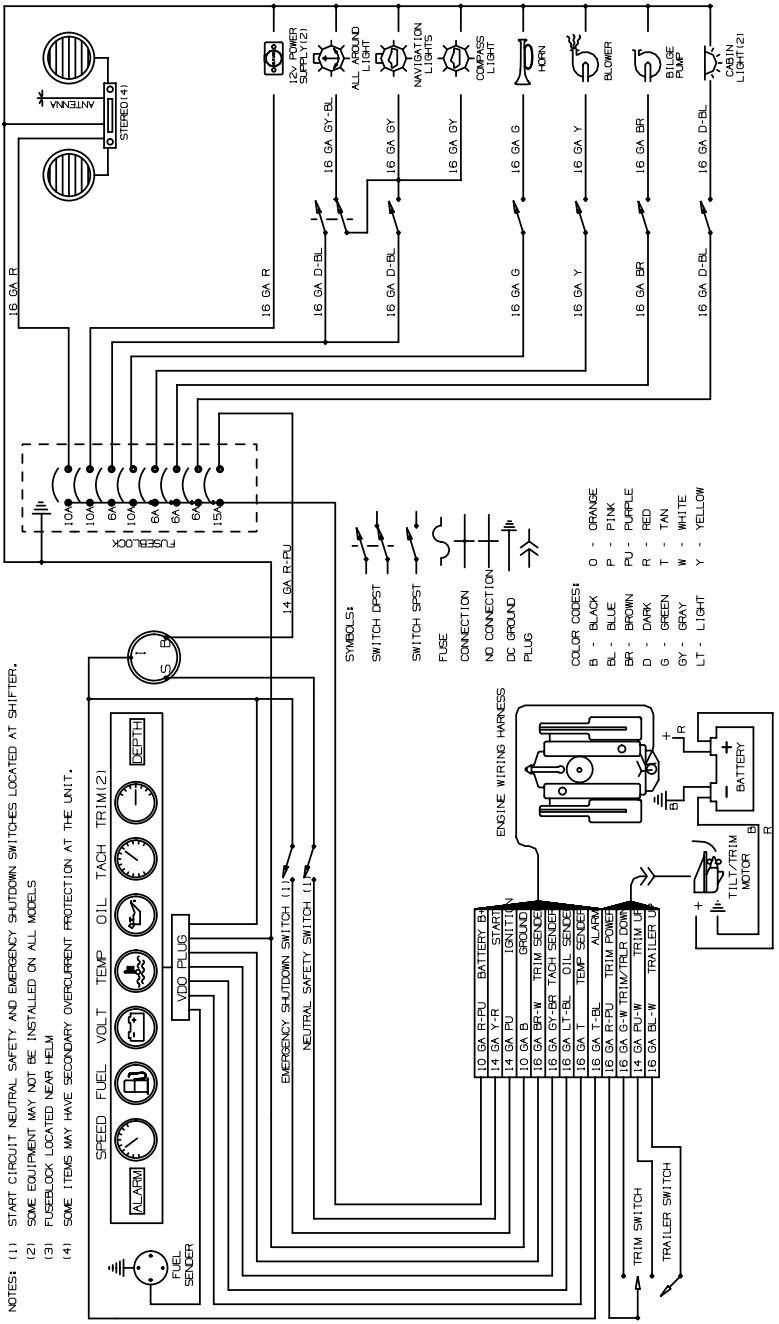
1600CF and 1800CJ



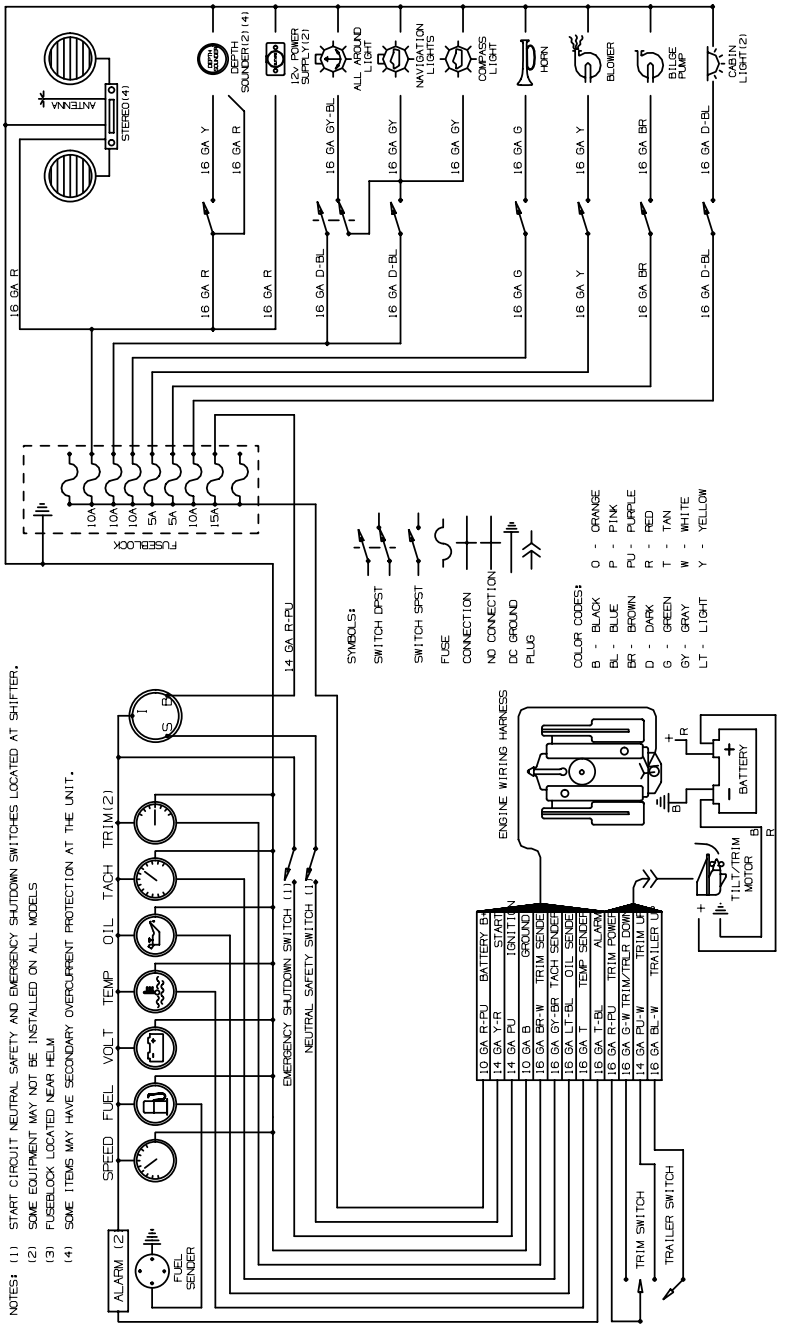
1804PC


NOTES: (1) START CIRCUIT NEUTRAL SAFETY AND EMERGENCY SHUTDOWN SWITCHES LOCATED AT SHIFTER.
(2) SOME EQUIPMENT MAY NOT BE INSTALLED ON ALL MODELS
(3) FUSEBLOCK LOCATED NEAR HELM
(4) SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.
SPEED/FUEL/VOLT
TACH/OIL/TEMP
ALARM (2)
FUEL SENDER
NEUTRAL SAFETY SWITCH (1)
EMERGENCY STOP SWITCH (1)
IGNITION SWITCH
ALL AROUND LIGHT
NAVIGATION LIGHTS
COMPASS LIGHT
HORN
BILGE PUMP
12V POWER SUPPLY(2)
AUTO BILGE PUMP
STEREO (2) (4)
ANTENNA
MEMORY
VIEW IS LOOKING AT THE FRONT SIDE OF FEMALE PLUG
BATTERY #1
BATTERY #2
BATTERY
PORT ENGINE
COLOR CODES:
B - BLACK
BL - BLUE
BR - BROWN
D - DARK
G - GREEN
GY - GRAY
LT - LIGHT
O - ORANGE
P - PINK
PU - PURPLE
R - RED
T - TAN
W - WHITE
Y - YELLOW
SYMBOLS:
SWITCH DPST
SWITCH SPST
CIRCUIT BREAKER
CONNECTION
NO CONNECTION
DC GROUND
PLUG
FUSE
ENGINE WIRING HARNESS
R-PU ENG CIRC PWR
Y-R START
PU IGNITION
Y ENG CIRC GRND
Y-B CHOKE
B-Y MAGNETO GRND
BR-W TRIM SENDER
GY TACH SENDER
LT-BL OIL SENDER
T TEMP SENDER
T-BL ALARM
G-W TRIM/TRLR DOWN
BL-W TRIM/TRLR UP
NOT USED
PORT TRIM SWITCH

1750BE, 1850BH/CB, 1950BT/BU and 1952BV/BW



1950CL, 1952CN and 1954CW



APPENDIX A: BAYLINER CAPRI LIMITED WARRANTY

Bayliner provides the following BAYLINER CAPRI LIMITED WARRANTY to the original retail purchasers of its 2002/2003 Capri model boats, purchased from an authorized dealer, operated under normal, noncommercial use:

Limited Lifetime Structural Hull Warranty
The selling dealer will repair or replace, at Bayliner's option, any Structural Hull Failure, as defined below, which is caused by a defect in factory materials or workmanship, for as long as the original purchaser owns the boat. For purposes of this BAYLINER CAPRI LIMITED WARRANTY: 1) The "Hull" shall mean the single fiberglass molded shell and integral structure within that shell, including stringers, floorboards and related structural reinforcements, all of which are below the hull flange; and 2) a "Structural Hull Failure" shall mean a substantial failure or defect in the boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions. IN NO EVENT SHALL BAYLINER'S LIABILITY TO CUSTOMER EXCEED THE FAIR MARKET VALUE OF CUSTOMER'S BOAT AS OF THE DATE OF CUSTOMER'S CLAIM.

One Year Parts and Components Limited Warranty
The selling dealer will repair or replace, at Bayliner's option, any part or component found to be defective in factory materials or workmanship which does not constitute a Structural Hull Failure or a Cosmetic Gelcoat Defect, as defined below, within one (1) year of the date of delivery of your boat.

Six Month Cosmetic Gelcoat Defect Limited Warranty
The selling dealer will repair or replace, at Bayliner's option, any Cosmetic Gelcoat Defect within six (6) months of the date of delivery of your boat. For purposes of this BAYLINER CAPRI LIMITED WARRANTY, a Cosmetic Gelcoat Defect shall mean any discoloration, crack, crazing or air void in the boat's Gelcoat which is caused by a defect in factory materials or workmanship and which does not constitute a Structural Hull Failure.
THE REMEDIES PROVIDED IN THIS BAYLINER CAPRI LIMITED WARRANTY SHALL CONSTITUTE OWNER'S SOLE AND EXCLUSIVE REMEDY.

What Is Not Covered
This BAYLINER CAPRI LIMITED WARRANTY does not apply to:
1. Engines, drive trains, controls, props, batteries, or other equipment or accessories that carry their own individual warranties, all of which warranties are hereby assigned to owner to the extent permitted by the manufacturer of such components, equipment or accessories, as owner's sole and exclusive remedy with respect to such items;
2. Engines, parts or accessories not installed by Bayliner;
3. Rainwater leakage, including rainwater leakage through convertible tops;
4. Cosmetic gelcoat discoloration, cracks, crazing or air voids occurring more than six months from the date of delivery;
5. Hull blisters that form below the waterline;
6. Normal deterioration, including but not limited to wear and tear or corrosion of hardware, vinyl, tops, upholstery, trim tape, plastic, metal or wood;
7. Any Bayliner boat which has been overpowered according to Bayliner factory specifications for such boat;
8. Any Bayliner boat used for commercial purposes;
9. Any defect caused by product abuse or misuse, alteration of the product, or failure of the customer to provide reasonable care and maintenance.

Other Limitations
1. EXCEPT AS PROVIDED HEREIN, THERE ARE NO OTHER WARRANTIES, EXPRESS OR IMPLIED, ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, ARE EXPRESSLY EXCLUDED. BAYLINER FURTHER DISCLAIMS ANY LIABILITY FOR PRODUCT FAILURE OR OTHER ECONOMIC LOSS ARISING FROM CLAIMS OF NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY.
2. TO THE EXTENT ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS IMPLIED BY LAW AND CAN NOT BE DISCLAIMED UNDER APPLICABLE LAW DESPITE THE DISCLAIMER HEREIN, SUCH WARRANTIES SHALL BE LIMITED TO THE DURATION OF ONE YEAR.
3. NEITHER BAYLINER NOR THE SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGE; LOSS OF USE OF THE BOAT; LOSS OF TIME, PROFITS OR INCOME; INCONVENIENCE; COMMERCIAL OR ECONOMIC LOSS; OR ANY OTHER CONSEQUENTIAL OR INCIDENTAL DAMAGES.
4. IN NO EVENT SHALL BAYLINER'S LIABILITY TO CUSTOMER EXCEED THE FAIR MARKET VALUE OF CUSTOMER'S BOAT AS OF THE DATE OF CUSTOMER'S CLAIM.
5. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

Your Obligations
In order to comply with Federal regulations, and as a condition precedent to limited warranty coverage hereunder, you must submit your limited warranty registration card within 30 days of delivery of your boat. Bayliner's receipt of the limited warranty registration card is a condition precedent to limited warranty coverage. All warranty work or repairs must be referred to your selling dealer for authorization as a condition precedent to limited warranty coverage.
YOU MUST GIVE US WRITTEN NOTICE OF YOURWARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR BAYLINER CAPRI LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.
We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haul-outs and other expenses incurred in returning the boat for warranty service.

Transferability
This BAYLINER CAPRI LIMITED WARRANTY extends only to the first retail purchaser. Remaining coverage under this BAYLINER CAPRI LIMITED WARRANTY may be transferred by the first retail purchaser once to a second owner upon written request to Bayliner within thirty (30) days of the purchase of the boat, accompanied by payment of a transfer fee to Bayliner Marine Corporation in the amount of $250. In the event of such transfer, the Limited Lifetime Structural Hull Warranty will expire ten (10) years from the date of original purchase by the first retail purchaser as reflected in Bayliner's records. Bayliner reserves the right to reject a warranty transfer request for a Capri that has been damaged, neglected, or otherwise previously excluded from warranty.

Owner's Notes

Bayliner Marine • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571
Part Number 149318